

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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 (FOR KEY SEE REVERSE)

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SOURCE: [REDACTED]

1. On the international road, Bucharest-Turda-Cluj-Oradea, improvements are being made; adjustment of sharp curves, reinforcements of weak points, laying of asphalt, construction of snow fences and barriers against water torrents, as well as reinforcements of bridges to allow them to support heavier loads.
2. The roads Cluj-Apahida-Reghin and Turda-Ludus-Targu Mures-Sighisoara are being covered with asphalt and their bridges and weak points reinforced.
3. Similar work is being carried out on the Reghin-Bicaz-Piatra Neamt road in order to connect the north of Moldavia by a short artery with Transylvania.
4. An asphalt road was constructed along the Danube-Black Sea Canal. At present this road is used more for transportation connected with the works on the canal.
5. The Cernavoda-Constanta road is being paved with asphalt and several new bridges are being constructed along the way.
6. The Constanta-Harsova-Piua Petrie-Tandarei-Slobozia-Urziceni road is also being paved with asphalt and the construction of a bridge over the Danube has been started at the place called Vadu-Oii.
7. The Bucharest-Urziceni-Buzau-Braila road, which previously was paved with asphalt only up to Urziceni, is now being asphalted further and bridges for heavy trucks are being built. An example is the bridge over the Ialomita River, between the villages of Cosereni and Urziceni. This bridge was previously a metal bridge and now has been transformed into a reinforced concrete bridge, in order to hold heavier weights.
8. The Bucharest-Fundulea-Lehliu-Vlad Tepes-Calarasi road was paved with asphalt and widened, thus becoming a larger traffic artery.

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9. The bridges over the Borcea Canal and the Danube, which were carrying the railroad tracks of the Bucharest-Constanta railroad line, were repaired and reinforced. Security units were set up as guards, as well as a heavy anti-aircraft defense which was visible from the train.
10. Extensive repairs are being carried out along the entire route of the Bucharest-Gaesti-Pitesti-Slatina-Craiova road.
11. An asphalt road is being constructed between Craiova and Cetate (Dolj district). The other roads going southwest and west from this road are also being repaired and plans have been made to pave them with asphalt.
12. The following railroads have been built since the war:

Bucharest-Vidra-Rosiorii de Vede-Caracal-Craiova
 Dej-Ilva Mica-Vatra Dornei
 Bucharest-Snagov
 Brad-Deva
 Targu Jiu-Bumbesti-Livezeni-Petrosani
 Bucharest-Urziceni-Faurei
 Babadag-Tulcea
 Ploesti-Margineni-Targoviste

13. Transfer stations from the normal line to the wide Soviet type line have been made at the following places:

- a. Iasi-Socola, where there is a yard with several tracks with installations for changing wheels of cars and engines built in Rumania as well as for the transfer of goods. From that yard, a single track (Soviet wide-gauge type) runs to the Iasi railroad station, as Track Number 1. This is where trains loaded with Soviet troops, officers or civilian personnel are unloaded. The passengers are put on Rumanian trains in which they continue their journey.
- b. Galati-Larga is the same as at Socola.
- c. Dornesti is located on the main line Pascani-Dolhasca-Veresti-Itoani-Dornesti.

14. Extensive repairs have been made on the following railroad lines:

Bucharest-Calugarenii-Giurgiu
 Bucharest-Ploesti-Stalin-Teius-Cluj.
 Buzau-Braila-Galati
 Pitesti-Slatina-Bals-Craiova
 Bucharest-Rosiorii de Vede-Caracal-Craiova
 Darmanesti-Gura Humorului-Campulung Moldovenesc-Vatra Dornei

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